FOR MECHANICS.

MAJOR SIMONS'S ADDRESS REFORE THE COUNCIL FINANCE COMMITTEE.

He Urges the City to Endorse the Mechanics' Institute Bonds for an Industrial Institute.

Major W. E. Simons recently appeared before the Finance Committee of the City Council in behalf of the Virginia Mechanics' Institute, of which he is treasurer, and in the following clear, sensible, and argumentative address urged the importance of the city's lending this institution a helping hand :

Gentlemen,-It is a generally-admitted fact that the advancement and presperity of our city must in the future depend in a great measure upon success of her manufactories; and each and every person engaged in a membership fee, in an institution of mechanical business contributes his or her share towards the general welfare vantages to be derived from it. We her share towards the general welfare and prosperity of the whole city; and and prosperity of the whole city; and have now nearly 300 members, and yet the prosperity of the city as a whole is we are only in our infancy, and never simply the sum total of the results of individual exertion, for the failure of membership. And we will here state any one manufacturer operates as an injury to the city, and the success of each one contributes to the general welfare, metaphorically. welfare, metaphorically speaking, to be stored in the public garner, from which each and every one may draw according to his efforts and merits.

Now, we are aware that this is a proressive age, and to be successful m to be wide awake-alive and up with rers were comparatively unknown to the public; they were controlled and dictated to by the jobber; they were not even allowed to put their imprint or trade-mark on their own products,

and to find out who made certain goods

it was necessary to ascertain from the

A PROGRESSIVE AGE.

jobber, for even the retail dealer could rarely give you the desired information. But this system of dealing is undergoing a change, and the days of the "middle man" or "jobber" are fast passing away. The original producer or manufacturer sends out his travelling salesman and sells direct to the retailer, who distributes to the public for consmajtion. Consequently the manufacturer becomes known to the public.

Lut this system of dealing directly between the manufacturer and retailer as brought about a sharp competition between manufacturers, and each one necessarily endeavors to make his goods as attractive and salable as possible, and in his efforts to achieve suc cess is brought face to face with three considerations-viz., price, quality, and appearances. Now the price of an le is governed in a great measure by the quality and appearance of it To produce fine work it is necessary to employ skilled workmen; and no matter how good the quality of an article is, to make it salable it has to be more or less ernamented and beautified, for the resthetic tastes and ideas of the present age demand it; and the manuacturer has to comply with these de mands or he will soon find that he is being left in the race. Now every manufacturer knows that the art of ornamenting goeds not only requires skilled labor, but a high order of skilled labor.

We, your petitioners, are mostly me chanics, and are not only desirous of making a success of our own enterprises, but are anxious to do our part iewards fostering and developing the general mechanical interests of the whole city. Our experience and necessities force us to recognize the great want of skilled labor in our midst. To say that we have no skilled labor would be a great error, for we have many fine mechanics in this city, equal to any elsewhere, but we have not enough of them. We must admit that the great majority of boys who start out as apprentices to learn a trade are forced to do so by necessity, and consequently commence very young and generally without much education, and it is a difficult matter for a boy to become a stilled workman unless he has some

OBJECTS OF THE INSTITUTE.

Recognizing these facts, your petitioners conceived the idea of organizing a mechanics' institute, the primary object of which is to provide the means of education to a large class of boysour apprentices-who are compelled to work in the daytime and have no means of obtaining an education except from a night school; but the character of the instructions which we propose to give is of a nature that cannot be obtained from any other institution of learning in our city, even if they could attend the day schools. It is a school of technology, peculiarly adapted to qualify the pupils for mechanical pur-suits. The theory of mechanics to be nequired at our school, combined with the actual practice at the work-bench, enables the boy to make a master work-

Another object of our institute is to hold annual industrial exhibitions of such a character as to be in themselves schools of mechanical instruction, by bringing together from every source and putting in operation scientific and mechanical apparatus adapted to dif-ferent purposes. I merely state these as the primary objects of the institute, that it will be a fruiful source of bene-fits to the public in many ways. For instance: We have already made cousiderable progress toward the establish ment of a library, composed chiefly of books bearing upon scientific and me-chanical subjects, which, necessarily, from their character, are too expensive to be procured by people of limited

We also contemplate having each winter a series of scientific lectures, which will be both interesting and instructive.

WHAT IS ASKED FOR.

As to the object of our visit, we came here to explain to you, as representa-tives of the city, the propositions embraced in our memorial:

In the first place, we do not ask the City Council to make any specific ap-propriation whatever, but only ask a loan of the city's credit to the extent required for our purposes. We come not in the spirit of a mendicant nor of one seeking personal advantages, but only ask to be aided in our efforts in behalf of that class of the community which no city can afford to ignore—viz., our mechanics—the producers of the wealth

To carry out the object and purposes of the institute it is necessary that we have a suitable building, one specially designed and adapted to our purposes. We cannot rent such a building, and must devise some means of erecting one; and not having the means to do so, we resort to the most tangible and practical scheme of se-

Our proposition is that the City Coun-Our proposition is that the City Council, by an ordinance to that effect, agree to endorse our bonds to the extent of \$100,000—or so much thereof as may be necessary to accomplish the purposes—we to purchase a suitable site, to be paid for from the proceeds of the sale of the bonds, issued in the name of the Virginia Mechanics Institute, to be secured by a deed of trust on the property so purchased, together with the endorsation of the city; the funds for the erection of the building to be raised in like manner. With this security, ample and above suspicion, we would suppose that 5 per cent. interest-bearing bonds could be easily disposed of on our market at par, should your body arrive at a favorable conclusion and our scheme be successfully carried.

As an offset to this annual interest First. We will save our annual out

lay for rent, which is at present \$500 per year, and must necessarily increase if the usefulness of our institute is extended. Second. We are of the opinion that the purchase of a lot and the erection of such a building as the character of our institute requires-such a building

as a city of the importance, wealth, and intelligence of Richmond should have—would place our institute so preminently before the public as to insure us a membership-fee sufficient to meet our annual interest account, if not more. Our membership fee is \$3 per annum, and it would certainly be a source of mortification to us should we fail to enlist the interest of 1,700 peo ple from a city of this size to the ex-

Third. But the source which we have in view as being the most prolific of revenues to the institute is the bolding of annual industrial exhibi-With a permanent building of our own, planned for and adapted to our purposes, any question as to the feasibility of our industrial exhibitions will be at once dissipated. We are convinced that annual industrial exhibitions of two or three months' duration, freed from the usual great expense of previding temporary buildings, if preperly managed would be productive of large revenues to the institute, and we believe that such an exhibition can be properly and economically managed by men imbued with the same feelings and motives which have in spired the members of this institute from the inception of its organization.

INDUSTRIAL EXHIBITIONS In stating that our annual industrial exhibitions will, in our opinion, be the most prolific source of revenue to the institute, we have substantial precedents upon which to base our calcula tions. A similar institution of the same name existed in this city prior to the war. The managers were engaged in just such an undertaking as we not are. They held their first annual exhibition in the Old-Market Hall about the year 1856. The proceeds of that exhibition was used in the purchase of a site, upon which they erected a building that the citizens looked upon with pride. At the commencement of the war, when the building was taken possession of by the Confederate Govern-ment to be used as the War Depart-ment, it had been nearly paid for from the proceeds of the exhibitions which they had beld in the mean time—during a period of five or six years.

In the fall of 1886 the citizens of Raleigh, N. C., organized a stock com-pany for the exclusive purpose of holding an industrial exhibition. They erected temporary buildings for the purpose at a cost of about \$25,000. Their exhibition was continued thirty days, under exceedingly unfavorable ircumstances, resulting from the excessively-hot, dry weather, and after paying the entire costs, including the costs of the buildings, declared a divi-dend to the stockholders of 15 per cent. THE PLAN.

In the plan of the building we propose it will be almost indispensible (in order to meet a great want of our city to have a large public hall, which would be in frequent demand for various purposes, and which would also

We have yet to consider the impor- nature in my desire to do my whole tant feature of erecting a building with stores under it, in which event the revenue from rents would go very largely towards paying the annual in-

terest account.
We feel satisfied, all things considered, that the scheme which we have coneisely mapped out, if carried to completion, would be productive of a revenue in excess of our actual needs, and we conscientiously assert it as our honest conviction that the city government will never be called upon to pay one dollar either of the principal or in-

Ent you may suggest the possibility of failure on our part to realize our anticipations. While we believe there is little probability of it, yet we must admit that there is a possibility of it; and in the event of a total failure the city would have to sustain the loss should there be any. But we hope that our Board of Managers may, in their wisdom, exercise proper discretion and purchase such a location as will not likely depreciate in value. In fact, a site suitable for our purposes should be centrally and publicly located, and all such property in the cen-tral portion of our city must inevitably increase in value with the growth of the Should the site be located on a business street the building itself, in the event of failure, might be utilized for business purposes, and thereby oc-casion very little if any loss.

Trusting that these crude reflections may be fairly considered by your hono-rable body, and that they may meet with a favorable response is the prayer of your petitioners.

LETTER FROM DR. STRATTON Giving Some Idea of the Duties Con pected with His office.

[For the Dispatch.] Few persons are aware of the varied duties and responsibilities connected with the health office of this city. Special attention must be given to cleaning the streets and alleys and the officers in charge of this work advised with frequently; and when it is remembered that there are some 150 miles of these, and this work is done with from twenty to thirty hands, the duty can be appreciated. Not only this, but after a personal inspection such suggestions must from time to time be made to the Council as will conduce to the health of the city. A general su-pervision must be exercised over the garbage-collectors, the force for the removal bage-collectors, the force for the removal of ashes, the scavenger and contractor for removal of dead animals necessitating visits not only to the extreme limits of the city, but also to the county in the investigation of complaints in these departments. All culverts cleaned out, sewer connections made, and the most feasible plan decided on, after an ex-amination, for making them. Every species of nuisance are reported to the office, connected with the streets, aloffice, connected with the streets, alleys, yards, residences, ont-houses, stables, offensive odors, stagnant water, and even those connected with the gas and water department. Twenty to and even those connected with the gas and water department. Twenty to thirty complaints are frequently made during twenty-four hours. They are always urgent, and it is impossible until investigated to decide whether they belong to this department or not, and there is not a week that the head of the department is not forced to visit every portion of the city in the investigation of such complaints. No matter how urgent his office duties, he is compelled to drop them and attend to the calls made on him. It has been asked, if this is the case, what is the use of having sanitary officers? The sanitary officers have as much as they can do in working the street force, following the carts, inspecting and abating nuisances, and ordering culvert connections. If it is expected that the local of this department is to be a mere figure-head, decide questions on bearsay evidence, at

meeting an annual interest account of the department, when he feels \$5,000.

orrsers. the department, when he feels that his presence is absolutely required, and becomes so indolent that he has to delegate that work to others, he becomes unfit for the position. As well expect the City Engineer, Super-intendents of the Gas and Water-Works to sit down in their offices and have no personal knowledge of the running of their departments as to expect it of the head of this department. He is not only compelled to supervise the work heretefore noted, but cases have frequently occurred in which he has been compelled without delay to visit houses in which suspected cases of contagious diseases or deaths have occurred (and this will be largely increased in case an epidemic of cholera or small-pox occurs here, for he has recently by ordinance been placed in charge of the small pox hospital, and is superintendent of quarantine and health officer also) to visit the undertakers' establishments and cemeteries in the prosecuthe lives of the citizens, as well as to investigate complaints of choked cul-verts and other nuisances, and to superintend the work to prevent suits for lamages against the city.

The physicians of the city report all contagious diseases—such as scarlet-fever, diphtheria, typhoid-fever, smallpox, &c., when the premises in which they occur should be rigidly inspected. lefects remedied, and houses and yards Perides these outdoor duties, the

writing connected with the office has to be attended to without a clerk; a arge correspondence kept up; com weekly; two regular monthly, uarterly, half-yearly, and yearly re-orts; having twenty exchanges of veckly reports, besides furnishing copies to the Mayor and different daily apers; over one hundred monthly ex hanges with principal cities and send-ng some one hundred and twenty-five physicians; give death-certificates persons dying, no physician attend-g; permits for all bodies to be carried out of the city or to be interred here from abroad (over one hun-dred of the former and equally as many of the latter have been issued during this year-the greater propor-tion from this office); to enter all certificates of persons dying in a fifteencolumn book, and all contagious diseases reported in a seven-column book; to keep nuisance-book, in which the name of the person reporting, the character, location, and means for abating the nui-sance are entered; to enter all culvert connections, when ordered, name of agent or owner of premises, expiration, time of notice, location of culvert to b connected with; keep a pay-roll book, paying off forty-odd hands weekly; ex-amine all accounts due by the departments, certifying to their correctness, and making warrants off for same, the expenditures of the department being some \$20,000 per annum; to keep a register of all physicians, midwives, nurses, undertakers, sextons of ceme teries, and to receive and preserve weekly reports from the last-named officers; to have kept all proceedings of the board, to make reports and give opinions on all subjects referred either by the Council or citizens, and there is arcely a day that these opinions are not sought after by the citizens in the with the ordinances. Although Rich-mond receives for \$1,200 what Charleston, S. C., about half the size of this city, pays \$2,720 for (health officer's salary \$2,000 and livery-clerk at \$60 per month), and Nashville, Tenn., \$1,500 and her health officer allowed to hold a position by which he makes \$500 more and a clerk furnished at \$60 per month, and Richmond paying less than any city to its size that I have heard of, it

is untrue as alleged by some that the Health Officer here has ever applied for an increase of salary, yet the voluntary action of the Council is none the le deeply and gratefully appreciated. Relinquishing everything of a private duty, I did last fall bring up the question of a horse and buggy to my com-mittee. The committee, appreciating my efforts to make the department success, revived the subject some two weeks ago, feeling that the head of the department would be made more effi-cient thereby and come up to the full measure of what was ex-pected of him. It was not for the benefit of Dr. Stratton personally, but the office, as I have no other interests except those identified with it, although when I approached a mem ber of the committee and a prominen official, requesting their advice as to my filling another place in connection with my office by which my salary could be doubled, they unhesitatingly advised me to take it. Yet, afraid that, with the increased responsibilities, should neglect the duties of the office I abandoned all attempts to obtain that, as I did my practice soon after I en tered on the discharge of the duties of T. E. STRATTON.

the office. Discomforts of Special Tratus.

In truth, special trains are handi

capped by pronounced disadvantages, and many officers have come to regard them in the nature of necessary cyils, and to be avoided when possible. The fact that both the men on the train and others whose duties are affected by it are working outside of their habitual round is well understood, and has been heretofore referred to in these columns. But a prominent cause of discomfort in such trains frequently is the excessive speed, and it may be reasonably conjectured that this, with its attendant excitement, more or less n.ild, among both passengers and trainmen, is one of the considera-tions which weighed in the opinion we have quoted. By excessive speed we do not mean an unsafe rate, but one that is too high for comfort. When the Jarrett and Palmer train went across the continent in 1876 in eighty-four hours it was reported that the passengers alighted "completely jagged out." All will agree that many trains, both regular and special, are now run too fast for the comfort of passengers. A solid train of half a dozen 35-ton sleepers, with double windows, closed, in winter) on a first-class track, running at uniform speed, can be run sixty miles an hour faster without a suspicion of the high speed on the part of most of the passengers, but there are compara-tively few roads that can do this, and these which can do not feel as though they could afford a great deal of it. Those who attempt to imitate this Those who attempt to imitate this method with light cars, stiff springs, uneven speed, (as required by grades,) dusty road, and open windows find the experiment more or less trying to peo-ple's nerves. A train which from any cause makes a racket that constantly intrudes itself upon passengers' ears cannot be called really pleasant cannot be called really pleasant to ride upon. Every one recognizes the difference between an open-windowed local train in a dusty season and the comparative quiet of a heavy sleeper in winter when snow is several inches above the rail, and even on rock-ballasted track the reverberaon rock-ballasted track the reverberations from every object passed are often
unpleasant. Most people desire quiet
as much in a day-car as at night. To
secure absence of jar is not an easy
task, and certainly cannot be successfully done at high speeds without
heavy cars, so that increase or decrease
of load shall not seriously affect the
operation of the springs, and noise
cannot be satisfactorily excluded, in
summer at least, without such ventilating arrangements as will admit of
having most of the windows closed. on rock-ballasted track the reverbera-

TWO COMMUNITIES.

BRILF HISTORY OF SOME SOCIALISTIC

EXPERIMENTS IN IOWA. The Icarians-The Season of Contentment and Their Subsequent Differences-The Inspirationists.

(Sioux City Journal.)

The Icarian community near Corning, Iowa, has practically dissolved. The trouble was that the younger members would not brook the restraints imposed by the laws and rules of the The old men were sticklers, and too rigid in their interpretation o the constitution, and the young men rebelled. The society had its origin in France and settled in a body at Nauvoo. Ill., but moved to the present location in 1854, before the organization of this sec-tion into counties. The founder was Ftiene Cabet. The society, unlike most other communistic bodies, has no religious forms, believing that the es once of religion exists rather in practice than in creed, the members regard ing Sunday as a day of amusemen Although atheists, the principal feature of the Icarian scheme is the one text of the New Testament, which underlies all communistic experience, to be found in Acts ii., 44-45: "And all that believed were together, and had all things in common, and sold their possessions and goods and parted them to all men, as every man had need.

For nearly a generation as time i measured in the life of man the Icarian dwelt happily and contented. Their property, a farm of 3,060 acres, was owned in common. A council of the oldest men controlled the affairs and designated the work each person was o perform. There was little association for many years with the outside world. The language spoken was French and the old men were slow in getting knowledge of English. As already intimated, the young people who have grown up since coming here were anxious for more progressive methods and ideas. Of course the elders opposed any innovation of changes in plans or policy, and the differen opinion culminated several years ago in a division of property, the old members leaving the homestead to the children, while the elders betook themselves to a new location a half mile distant from the original nest. The young people in the old home kept the old name, "The Icarian Community," and the old people called their split off "The New Icarians." The latter in their new ocation built after the old plan of grouping their cottages around a square, the centre of which was a large building used for lecture, amuse-ment, dining, and cooking purposes. They believe in the sacredness of the marriage relation, and each family has its own home, but all cat together in the central dining-room. The elders took with them to their new home a large library and a fine collection of instruments for scientific experiments. Among the older members were men of profound learning, and in the earlier lays of their life here the lecture hall was the scene of many afine exposition of scientific subjects. Many of them, o, possessed histrionic talent, and unday evening was usually given up the performance of some theatrical

For several years they printed a lit tle weekly paper upon type brought from France. Icaria stands upon a pretty eminence three miles east of this place, south of the railroad track, and in plain view of the ear-windows. This is in Adams county, in the southwestern part of the State. The chief occupation of the Icarians is agricul ture, in which they have been mode-rately successful. While thrifty, careful, economical, and industrious, they do not think that the sole aim of life is to work hard and hoard up money. They have some highly ethereal ideas, which, indeed, if they could be made to work, would bring a millennial period to mankind. They believe that the man who lives quietly and calmly, developing his mental and moral faculties, and emancipating him-self from the baser cares and demands of "the world, the flesh, and the devil," does wisely and well, however poor he may be. When the long-time quiet and peaceful community became twain there was a membership of 150 or more. Young and ambitious members with drew every once in awhile, the commu-nity paying them a stipend from the common treasury, and off they went to try life on the Amercan plan of "every man for himself and the devil take the hindmost." When the split took place the older heads took nway forty or fifty persons, most of them white-haired, venerable old people, whose very appearance seems to prove that the claim they make of iving a better and more advanced life than those of the world around them is not altogether groundless. They are proverbial for their politeness and de-meanor to each other and to those with whom they come in contact. The young colony is anxious to sell its land and go to California, where a good many of its members are already living. Within a few years at the most this remarkable experiment in communistic life will live only in his-

tory.

lowa has one other communal society, the Inspirationists, at Amana, in lowa county. This society, however, is rich, its possessions covering some 25,000 acres of land, with a popula tion exceeding 1,500, divided into sever villages. The people engage variously in manufacturing and farming. They have several woollen, saw, and gristmills and tanneries, and their goods are staple articles in the market. Each family has its house, like the Icarians, and all cook and eat together in cen-trals. At the table, however, the men and women are separated "to prevent silly conversation and triffing conduct." At the head of the organization is a woman who is supposed by the mem-bers to speak by the direct "inspira-tion of God." Hence their name. They came from Germany to New York State in 1842, and to Iowa in 1856. The society owes its foundation to an ignorant servant maid, who for many years was the "inspired oracle" of Amana. The name Amana is taken from the Song of Solomon, iv., 8. Though a woman founded the society and is con-sidered the "oracle" through whom come the commands of God, yet the women of the community are required to work hard, dress plainly, and avoid association with mankind, notwithstanding which there are marriages and much domestic comfort and happiness. One of their lead-ing writers advises men to "fly from intercourse with women, as a very dan gerous, magnetic, and magical to say the least. The members are good citizens, pay their taxes, avoid litigation, and, if they find happiness in complying with their rigid rules of government, who can say them nay?

"The Department of Greek and Roman Antiquities, British Museum, is now enriched," says the London Athenœum, "with several choice newly-bought examples of various arts, among them a beautiful vase of red terracotts in the shape of an alabastron, about six inches high, signed with the name of the potter, 'Pasiades,' dating from about 450 B. C., and decorated with figures of manada painted in white over the red-clay ground. The draperies are filled in with delicate.

figures are finely and freely drawn, and designed with much energy and grace. With this may be reckoned an extremely choice lecythus, dating c. 420 B. C., painted in reddish orange on a black ground. On it there is a group of Œdipus, who has slain the Sphinx near a pillar (intended to represent the temple of Apollo), and Castor and Pollux. Apollo himself is at one side. There is also on the lecythus a figure supposed to be that of Æneas. This object, like the others, came from Arsince, in Cyprus. The third article

Arsince, in Cyprus. The third article of great interest is a small armlet or ring of silver, on which is placed, as if walking on its outer surface, a fly of solid gold, most exquisitely modelled and fin gold, most exquisitely modelled and nu-ished after nature. It seems to be such as is referred to by Lucian in his 'En-comium Museæ,' where he says the ob-ject is known to every one. A number of oblong plates from a belt of silver, with pretty bells of the same metal pendant from their lower edges, comes next. Each plate is about 2x2; inches, hinge jointed to its neighbors, and the belt is embossed with groups in the Assyrian style, representing Orpheus holding two goats, alternating with two griffins seated back to back, a wellknown Assyrian design. There is like wise an armlet of silver gilt, decorated with goats browsing and lions, much as we see them in Asiatic Greek work of about the sixth century, B. C."

THE NEW START IN PERU.

Charles W. Buck, American Minis ter to the Land of the Incas. Mere than usual interest attaches to Peruvian matters just now. The sixty-sixth anniversary of the independence of the country has been enthusiastically cclebrated, and the people evidence re newed confidence in their country and its destiny. Congress is in session, and part of its business will be to consider the plan which has been drawn up for the relief of the financial trouble experienced by the Government after the isastrous war with Chili. Last year the interest arrears of Peru amounted to about \$90,000,000. The public debt is estimated at probably about three times that amount more or less

Regarding the financial difficulty, Pre ident Caceres says in his message to lengress: "The arrangement initiated has been finally concluded in London by Senor Aranibar, as the representative of this Government, as is shown by the contract which will be submitted for your consideration by the Minister of Finance. The Government aspires to a re-estab-lishment of Peru's credit in the world

by opening a way to foreign capital and industry, for which there is am-

ple field, and by which there will be

brought progress and prosperity."
While it is never safe to prophesy what

the outlook for financial relief to Peru

in the manner arranged is a pretty sure one. Capital, chiefly Euglish, will be employed in rebuilding the fair pros-

perity which the war with Chili shat-tered. With mutulated territory and with mortgaged resources Peru will ence more take place, though far behind the most of them, among the progres-sive nations of the world. No country on this continent is as much interested in the condition of Peru as the United States. Our repre sentative, of whom we give a portrait, is much liked in Lima, the capital of the country. He was born at Vicks-burg, Miss., March 17, 1849, and is de-scended from an old and historic family of Virginia. His father was a banker and his mother was the daughter of a distinguished doctor of Kentucky, whose professional writings have attracted the attention of medical men both in America and in Europe. Mr. Euck is a graduate of Georgetown and the Lexington Lexington University, from which institu-tion he obtained the degree of Bachelor of Laws in 1871. He entered the prac-tice of law in Mississippi, and during the "reconstruction period" following the war he bore an active part in the politics of that State. In 1873 he was politics of that State. In 1873 he was nominated Commissioner to Vienna, but refused the position and removed his family to Kentucky, where in 1879 he was appointed judge of Woodford county, which post he held for four years. He was appointed Minister to Fern by President Cleveland on March 31, 1885, and the nomination was unani-

31, 1885, and the nomination was unani mously confirmed by Congress. A ficadless Horseman.
A gentleman who has been at Findlay and has taken quite an interest in the gas speculation, gives a Cincinnati Enquirer reporter an account of his visit, and among other things he says that some of the country people about there are extremely credulous. They not only think that they all have gas in inexhaustible quantities under their farms, but many of them are made to believe by cranks that there is likely to be an explosion one of these days in be an explosion one of these days in Hancock county that will knock Ohio into smithereens. He says that there is a neighborhood a few miles west of Findlay, where some of the old farmers are as credulous as they were forty years ago.
They told him that persons who were
passing Deleel's chapel, an old deserted church near the Lima road, could frequently hear the devil rattling his chains among the seats, and that a horse was seen occasionally galloping through the adjacent woods with a headless rider. The notion doubtless originated in a sad calamity that befell an old gentleman by the name of Po-venmire some time ago. He had been to Findlay, and returning home late in the evening his horse became fright-ened near the old church, and he was ened near the old church, and he was thrown to the ground. He was found in the morning by the roadside with his neck broken. Not over a mile from this place there is a lonesome little house in which there have been thirteen deaths, some of them under very pecu-liar circumstances. It is reported by deaths, some of them under very peculiar circumstances. It is reported by some of the more timid people that an old lady was going to a neighbor's one night and was almost transfixed with horror as she passed a tangled thicket. She had experienced a nervous apprehension before she reached the spot, in consequence of the extreme darkness. Suddenly a strange and sickly light flashed out from the bushes, and a grotesque monster with long, dishevelled hair and glaring eyes approached her swooning form. Upon returning to her reason the apparition had disappeared, and the old lady succeeded in getting back to her home.

BEYOND WANT. MRS. FERNANDEZ'S UNEXPECTED GOOD

LUCK. A Newspaper Advertisement that Meant \$250,000 to a Once Prominent Actress.

[New York World.] An advertisement appeared in a morning payer this month asking for news of the whereabouts of Emily L. Bradshaw Copland or her heirs. It attracted little attention, but if it had been known that the person south for

been known that the person sought for was Mrs. E. L. Fernandez, for years a was arise. It is the stage and whose daughter, Bijou, is a well-knewn actress, and that by it she was to come into a fortune estimated at more than \$250,000, considerable more interest would have been taken in the matter. 'The advertisement ap peared on a Monday morning and be-fore noon Mrs Fernandez had visited the address given in a state of great excitement. When she learned of her good fortune she was overjoyed and postponed her contemplated trip to Europe in order to meet all the requirements for presenting ber claims in Eng land. Yesterday all the arrangements had been completed.

Mrs. Fernandez's maiden name is Yesterday all the arrangements

Emily L. Bradsbaw, Copland being the name of her first husband. The estate was originally that of her great-grandfather, Samuel Bradshaw, who estab-lished the railroad guide which is known throughout Europe as "The Bradshaw." He had a great ambition to become a landed proprietor. He invested his money in real estate. When he died, in 1851, he left a number of extensive holdings to his only son, Samuel S. Bradshaw, who succeeded to his father's business. After adding to his father's estate by his own shrewd dealings, Samuel S. Bradshaw died, leaving two sons and a daughter. Mrs. Fernandez's father, who was also named Samuel S., was the youngest son. In 1845 he emigrated to America and took a position in a bank in this city, which he held for nineteen years. He had two sons and two daughters. His brother and sister in England died. In 1860 he received no-tification from the English authorities that his brother's estate, to which he was the heir, was awaiting him. Mr. Bradshaw took no notice of the coumunication. In 1861 he entered the civil war with his son Robert, other son, Samuel, was an actor in the Old Bowery Theatre, when it was un-der the management of Fox and Lin-gard. He also played at the Old National. He began to look up the mat-ter of the property. His efforts to ob-tain it continued until he died, in 1868. Robert, the other brother, had mean while died. The father had retired to a little country estate in St. Johnland, Long Island. The task of getting the property

thus devolved on the two daughters. Mrs. Fernandez had her professional luties to attend to. Her had married a member of Parliament and was living in England, began an action in the English courts to recover the estates, which had been seized and held for years of unpaid taxes. She fought the matter for eight years, the decision some years ago being made in her favor. The property would then have been given her but for the fact that she give no proof of her sister being either living or dead.

In some way she had been led to believe that Mrs. Fernandez was in Australia. For a long time advertisements were inserted in the New Zealand and Australian papers, but with-out effect. Finally the advertisement in a morning paper came to her notice. Her proofs of identity are to be submitted when the English courts open in October. As it is, when matters are satisfactorily arranged, the property will come into the hands of old Mr. Bradshaw, who has made will come into the hands all his claims over to Mrs. Fernandez. The other sister is wealthy and does not need the money. Mrs. Fernandez's share will therefore be the greatest part of the estate, which consists of three country seats, three shoot-ing boxes in three different counties in England, and considerable farm land. Altogether the estate brings in an annual rental of £6,000 or \$30,000.



All Cured by a teaspoonful of Perry Davis Pain Killer in a little Milkor Sugar and Water. ALL DRUGGISTS SELLIT. >

DLEASANT BOARD MAY BE A had in a quiet country home, situated at feet of mountains. Fresh vegetables, mils, butter, and ice in abundance. Convenient to railroad and telegraph station. Daily mail. Healthy location. Address Mrs. N. M. PAGE, Cotham, Albemarie county, Va.

19 31-Suit-E-Wit

GERMAN CLOVER-SEED.

Just received, a large lot (our own direct im-pertation) of the new crop. All kinds of TUR-NIP and RUTA BAGA SEEDS—best stock—at

oweet prices.
T. W. WOOD & SONS, Seedsmen,
No. 10 south Fourteenth street,
and corner Sixth and Marshall streets.
17 27-deod, sw&w3m TURNIP SEEDS .- 2,800 POUNDS

1 from best growers, 4,000 Pounds GERMAN CLOVER—our ewn importation. All reliable, and for sale low at SCOTT'S DRUG STORE, 17 17-Sa,Su,W&F Old Market.

PROPOSALS. NOTICE TO BUILDERS.

I am authorized to receive proposals for building DINING-ROOMS, &c., to the CENTRAL LUNATIC ASYLUM. Plans and specifications can be seen at the office of the undersigned, Petersburg, Va., and at the office of the architect, B. J. BLACK, Richmond, Va. All blids must be baneed in to the committee on or before MONDAY, Avours 878, by 12 o'clock N. of that day. The right is reserved to reject any or all bids.

5. W. VENABLE, Chairman Building Committee, it Freedians

Absolutely Pure. This powder never varies. A marvel ourity, strength, and whelesomeness. Mor powders, Sold only in cent. ROLLING. No. Powders, Company, 106 Wall street, No. pe 88-dawly

LIME, CEMENT, PLASTER, &c. IME! LIME! LIME!

Schooner Alfred Keen has just arrived with 3,329 barrels FRESH HOCKLAND LIME, now discharcing; for sale low from wharf.
ANCHOR LIME, fresh daily; CEMENT, all the brands; FIRE-BRICK, LATHS, &c. &c. &c. WARNER MOORE. the brands; FIRE-BRICK, LATHS, &c., &c., WARNER MOORE, LUMP AND GROUND NOVA-SCOTIA PLAS

RAILROAD LINES. RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD.—Schedule commencing MAY 15, 1887—eastern standard

7.26 A. M., leaves Byrd-Street station daily, stops only at Ashland, Junction, Milford, and Fredericksburg. Sleeper to Washington. Leaves Washington fer New York at 11:40 A. M.

Sleeper to Washington. Leaves
Washington for New York at 11:40
A. M., leaves Byrd-Street station daily,
except Sunday. Leaves Washington for New York at 4:30 P. M., also
by limited at 3:50 P. M. elseves Byrd-Street station daily.
Sleeper to New York.
10:29 A. M., arrives at Byrd-Street station daily.
Sleeper from New York.
2:39 F. M., arrives at Byrd-Street station daily.
stops at Fredericksburg, Milford,
and Junction. Sleeper from Washington.
9:15 P. M., arrives at Byrd-Street station daily
except Sunday.
ASHLAND TRAINS.
DAILY MACSET SUNDAYS.
4:00 P. M., accommodation leaves BroadStreet station; arrives at Ashland
at 5 P. M., leaves Elba; errives at Ashland
at 5 P. M., leaves Elba; errives at Ashland
at 5 P. M., leaves Elba; errives at Ashland
at 5 P. M., leaves Elba; errives at BroadStreet station; leaves Ashland at
6:44 P. M., accommodation arrives at BroadStreet station; leaves Ashland at

8:55 A. M., accommodation, arrives at Broad-Street station; leaves Ashland at 8:51 A. M. 5:59 P. M., arrives at Eiba; leaves Ashland at 5:12 P. M. C. A. TAYLOR, General Ticket Agent. R. T. D. MYSES, General Superintendent. CHESAPEAKE AND OHIO ROUTE.

SCHEDULE TAKING EFFECT, JUNE 12, 1887. 8:40 A. M. for Newport News, Old Point Comfort, and Norfolk, daily except Sun-

11:10 A. M. Through and Local Mail to all points West. Sleepers Clifton Forge to Louisville and St. Louis, except Sunlay.
4:00 F. M. for Newport News, Old Point, and Norfolk, except Sunday.
4:00 P. M. Charicttesville Accommodation, except Sunday.

Norfolk, except Sunday.

**Control of the Commodation, except Sunday.

**Control of Control of Control of Control of Control of Control of Control of Contro

Tickets at 1000 Main street and at the depot.
H. W. FULLER,
General Passenger Agent.
WILLIAMS C. WICKHAM, Second Vice-Pres

DEPARTURE OF STEAMERS. DHILADELPHIA, RICH-MOND AND NORFOLK STEAMSHIP COMPANY.

Appointed salling days: Every TUESDAY and FRIDAY at 12 M., and every SUNDAY at 1. A. M. and PRIDAT at r M., and very state and S.A. M.
Freight for Tuesdays' and Pridays' steamers received till II 130 A. M.; for Sandays' steamers till 5 P. M. Saturday. Freight received daily till 5 P. M.
Yare, 58.
Yor further information apply to
J. W. McCARRICK,
General Southern Agent, Office Rocketta.
W. P. CLYDK & CO.,
se 17 General Agenta, Philadelphia.

VIRGINIA STEAMBOAT
COMPANYS
COMPANYS
FOR OLD POINT, NORFOLK, PORTSMOUTH,
NEW POINT, NORFOLK, PORTSMOUTH,
AND JAMES-RIVER LANDINGS DIRECT,
AND ONLY DIRECT ROTTE WITHOUT
TRANSFER OR CHANGE OF
ANY KIND.

CONNECTIONS:
At OLD POINT closely with all lines for Washington, D. C., Baitimore, Philadelphia, and New York same afternoor:
At NORFOLK with evening trains for Virginia Beach and Ocean View;
AN EWYORT NEWS for Smithfield, Va.;
And at CLAREMONT with the Atlantic and Danville railroad for Waverly, Hicksford, &c.
ONLY ALL-WATER ROUTS.

JAMES RIVER BY DAYLIGHT. JAMES RIVER BY DAYLIGHY.
GREAT TOURIST LINE.
JIMESTOWN, DUTCH GAP, AND WARSCENERY.
SCENERY.
RATES MUCH LESS THAN HALF CHARGED
BY ANY OTHER ROUTE.
FIRST-CLASS MEALS.
The elegant and fast steamer
ARIEL,
(carrying United States Mail,)
CAPTAIN DEYO.
leaves Richmond every

CAPTAIN DEYO,
leaves Richmond every
MONDAY, WEDNESDAY, AND FRIDAY at 7
A. M. (BROAD-STREET CARS CONNECT IN
FULL TIME; for above-named places, arriving
at Old Point about 4:30 P. M. and Norfolk about
5:30 P. M. Returning, the steamer leaves Norfolk, Old Point, and Newport News on alternote days, arriving at Richmond about 5 P. M.
Through tickets to above-named points on
sale on steamer and at Garber's Agency, 1000
Main street. Baggage checked through.
STATE-ROOMS ENGAGED FOR DAY
OR NIGHT.

Freight received daily for Norfolk, Ports mouth, Smithfield, Bampton, Old Point, Waverly, and Hicksford, Va.; Washington, D. C. Newberne, Washington, and Tarboro', N. C.; sal stations on Atlantic and Danville railroad, Seaboard and Rosnoke railroad, Norfolk Southern railroad, and Eastern Norto Carolina generally; also, for Eastern Shore of Virginia and all regular landings on the James and Rappahannock rivers, at LOWEST RATES, and through bills issued. hrough bills issued.

L. B. TATUM, Superintendent,
my 26 No. 1117 Main street and Rockett

OLD DOMINION STEAM-FOR NEW YORK.
Steamers leave Richmond EVERY TUESDAY
and FRIDAY at 3 P. M., and SUNDAY at high-

sengers leaving Richmond on Market SDAYS, STATURSDAYS, THURSDAYS, STATURDAYS by the Cheenpeake and Obloway (sie Newport News) at 4 P. M., and the stature of nd SATURDAYS by the Chosapsake and Ohlo
ilway (vie Newport News) at 4 P. M., and
y Richmond and Peiersburg relirund (same
yes) at 10:9 A. M., will make connection at
BAILINGS THIS WEEK.
WYANOKE. Capsain JEWEY FRIDAY,
agust 5th, as 2 evelock P. M.
HOANOKE. Capsain JEWEY
BOATOKE, Capsain Cocca, SURDAY,
agust 7th, at 6 o'clock P. M.
OLD DORIGIOS. Capsain University TUBE

RICHMOND, FREDERICES
AND POTOMAC BAILBOAR ing issued at low rates C. A. TAYLOR. General Preight Age

RICHMOND AND DANVILLE RAILROAD, PULLMAN SLEEPERS ON ALL NIGHT TRAINS. *No. 50. *No. 58.

DIEDMONT AIR-LINE

CONNECTIONS.

BON AIR ACCOMMODATION - EXTENDED TO AMELIA COURTHOUSE.

YORK-RIVER LINE-DAILY (efa WEST POINT) EXCEPT SUNDAY. POINT) EXCEPT SUNDAY.

The favorite route to Palitmore. The steamers on this line are models of beauty, elegance, and comfort. Leave Richmond 3:30 P. M. and 5 P. M., arrive Baltimore \$30 A. M.; leave Bultimore 5 P. M., arrive Richmond 9 A. M.

Fare Richmond to Baltimore: First class, \$2; second class, \$1.50.

The York-kiver Line affords superior advantages to the business world in enabling them to leave Richmond sear the close of the day's transactions and arrive at Baltimore early uses morning, after having enjoyed a delightful night's rest, free from the dust and noise of rallway travel.

WEST POINT ACCOMMODATION.

WEST POINT ACCOMMODATION. Arrive Richmond (1 west)
Street depot).
Padly, Thally except Sunday,
Depot and ticket-office: Foot Virginia street,
Up-town office: Corner Tenth and Main streets,
JAN, I., TAYLOR,
General Passenger Agent;
J. S. POTTN,
Assaistant General Passenger Agent,
Richmond, Va.

SOL. HAAS, Traffic Manager; E. B. THOMAS, General Manager. my \$1 A TLANTIC COAST LINE

RICHMOND AND PETERSBURG RAILROAD TIME-TABLE. Commencing SUNDAY, July 3, 1887, trains on this road will run as follows: TRAINS SOUTHWARD,

| 1 | 6:22 A. M. | 7:21 A. M. | Accomm/dation | 45 | 6:26 A. M. | 8:00 A. M. | modation TRAINS NORTHWARD, 7:15 A. M. Fast mall. 8:53 A. M. Accomm'dation 46 8:24 A. M. 84 *11:40 A. M. 78 * 5:12 P. M. 9:19 A. M. modation 12:33 P. M. Accomm'dation 6:00 P. M. Through train

*Daily. †Daily (except Sunday.) STOPPING-PLACES.

Nos. 27 and 11 make no stops. Nos. 23 and 3 stop only on signal at Manchester and Chester.

ios. 31, 32, 36, 34, 35, 36, 45, and 46 will ill stations for passengers. PULLMAN-CAR SERVICE. On Train No. 27 sleeping-cars between ashington and Charleston, On Trains Nos. 23, and 78 sleeping-cars between Jackson the and New York. THE ONLY ALL-RAIL LINE TO NORPOLE.

LEAVE.

Richmond. 10:49 A. M. | Norfolk.... 2:25 P. M. |
Norfolk.... 15:45 P. M. | Norfolk.... 2:25 P. M. |
Norfolk.... 15:45 P. M. | Richmond. 2:23 P. M. |
Norfolk.... 15:45 P. M. | Richmond. 2:23 P. M. |
Norfolk.... 15:45 P. M. | Richmond. 2:23 P. M. |
These trains also make close connections for Farmville, Lynchburg, and Southwestern points, and all stations on the Norfolk and Western railroad, oxeopt the 10:19 train. Passengers for points west of Petersburg should leave by the 10:00 train instead. |
N. M. M. SULLY, R. M. SULLY, R. M. SULLY, Superintendent T. M. EMERSON, General Passenger Agent. |
SOL. HAAS, Traffic Manager. | 17 S

NORFOLK AND WESTERN RAIL-SCHEDULE IN REFECT JULY 81, 1557 TWO DAILY TRAINS TO NORFOLK.

TWO DAILY TRAINS TO LYNCHBURG. LEAVE RICHMOND 10:49 A. M. Dally, via Richmond and Peters-burg railroad. Arrive at Feters-burg 11:28 A. M.; leave Petersburg 11:55 A. M. dally; arrive at Norfolk 10:1C A. M. Dally, etc Richmond and Peters-burg railroad. Arrive at Peters-burg 10:51 A. M. No. 3 leaves Po-tersburg 11:05 A. M. for Farmville, Lynchburg, Roanoke, Bristel Knoaville, and all points south and west.

THROUGH CAR TO LYNCHBURG. THROUGH CAR TO LYNCHBURG.

6.05 P. M. Daily, except Sunday, vis Richmond and Petersburg railroad.

Arrive Petersburg 6:59 P. M.:
loave Petersburg 7:15 P. M.
daily, arriving Norfolk 9:55 P. M.
Torough car Richmond to Norfolk.

6:05 P. M. Daily, except Sunday, via Richmond and Petersburg railroad.

Arrive at Petersburg 6:59 P. M.;
connecting with Train No. I leaving Petersburg at 7:50 P. M.;
for Farmville, Lynchburg, Roancke, Bristol, Kucaville, Chattanoga, and all points south and west.

PULIMAN SLEEPING-CAR ACCOMMODA

FULLMAN SLEEPING-CAR ACCOMMODA

TIONS.

No. 1—Steeping-car from Petersourg to Bristol without change, and Lynchburg to Memphis
without change, and Lynchburg to Memphis
without change, No. 3—Lynchburg to New Orleans, and Rossolive to Chattanooga without change.

Ticrost, baggaga-checks, and all information
can be obtained at Richmond and Petersburg
railroad depot and at A. W. Garbers, 100 Main
street.

General Passenger and Ticket Agent.

CRARLES G. EDDY, Vice-President
General office, Rosseks, Va.

17 8

RICHMOND AND ALLEGHANT RAILROAD,
SCHEDULE OF TRAINS IN EFFECT
JULY 20, 1897.
TWO DAILY TRAINS (EXCEPT SUNDAY)
RICHMOND AND LYNCHBURG.

Through Accom-Mail. modation. Express. tNo. 1. tNo. 1 tNo. 2 10:35 A. M. 3:45 P. M. 6:50 P. M.

ARRIVE RICHMOND.

ARRIVE RICHMOND.

5:65 P. M. NAIL daily (except Sunday).

9:35 A. M. ACCOMMODATION daily (except Sunday).

7:50 A. M. NIGHT KYRESS daily (except Monday).

Sunday accommodation between Richmond and Scottsville leaves Elehmond 8:00 A. M., arrives returning 7:25 P. M.

Express train connects at Lynchburg with train for stations west of Belcomy Falls.

No. 3 will run through on Saturnay to Notarial Bridge, stopping at all stations for fine, arriving at Natural-Bridge station on Mondays at 2:05 A. M., stopping training at all stations, arriving at Richmond at 8:25 A. M. Steoping-car attached to this train, and will be open for reception of passengers at 8. M. Sundays.

CONNECTIONS.